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COUNTRY Soviet Zone of Germany

REPORT NO. _____

TOPIC Finsterwalde Airfield

25X1X

PAGES 2 ENCLOSURES (NO. & TYPE) _____

REMARKS _____ **RETURN TO CIA LIBRARY**

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1. Eighteen twin-engine aircraft were counted at the Finsterwalde (N 52/A 15) airfield in the morning and afternoon of 22 February 1950. The weather was good.

Description of aircraft: In-line engine with six exhaust pipes on each side, engines terminating almost in line with unglazed pointed nose, middle section of wings almost rectangular, beyond engines wings are trapezoidal, mid-wing mono lane landing gear retracting rearward, short engine rumps at trailing edge of wings, double rudder assembly with oval end disks, elevator assembly in slight dihedral. The cockpit was designed in two versions:

a. Two hump-shaped cockpits with glazed front sections, on front section of front cockpit an angular rod.

b. One continuous cockpit.
Seen from the side of the bottom of the fuselage aft of the wings **it seemed to be transparent. From behind below** one could look through the fuselage. No armament was seen. Coat of paint on under side light blue, on upper side dark gray-green.

2. After 9 a.m. there was intensive flying with both individual aircraft and planes flying in formations of four or five. Local flights were made and firing at towed air sleeves was practiced in formations. Ninety minutes was the longest period a formation of five planes stayed aloft. At 12:30 p.m. flying was interrupted for a short period.
3. There was heavy motor vehicle traffic between the airfield and a quarters near the Finsterwalde railroad station. The following numbers were observed:

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4. A surfaced runway was not available. The direction of take-offs was marked by small red flags on the ground. The obstacle lights were burning on smokestacks and church spires in Finsterwalde at 4 a.m. However, there was no flying at that time. Radio stations and AAA emplacements were not observed. Concrete mixing machines and building equipment observed in the southeastern corner of the field indicated that a new house was to be constructed beside the flight control station

25X1A

Comment:

About 33 twin-engine aircraft were counted at the field on the same day by another source.* The divergence from the number of aircraft mentioned in this report is probably due to the fact that the number of planes seen at the landing field changed continually in the course of the flying activities. The two sources state concordantly that the twin-engine aircraft were of two different types. From the statement that the nose compartment is unglazed it is inferred that they were not Ie-2s but possibly a version of the Ie-3. No information is available on the purpose of this design. The construction work at the field is confirmed. The mentioned motor vehicle numbers are assigned to units of the III Bn Corp.

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